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Hongkong Daily Press.

ESTABLISHED 1857.

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RAINIER BEER
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IN AMERICA."
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A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.
SOLE IMPORTERS. [a1545]

**CUTLER, PALMER
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PER CK \$11.75 PER DOZEN
NET
"SPECIAL BLEND" WHISKY
Blend
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Distillations of the
Finest Scotch Whiskies
Apply to
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7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
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8.30 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
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1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
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5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
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8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.
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8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 30 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.00 a.m. ... Every 30 minutes.
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SPECIAL CARS by arrangement at the Com-
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General Managers.
Hongkong, 1st October, 1902. [a2612]

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a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
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and we also supply fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Enamelling a Speciality.
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Hon'gkong, 4th April, 1901. [a2584]

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CANADIAN CHEESE,
IN JARS (MEDIUM and SMALL).
Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a290]**

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PORTLAND CEMENT.**
In Casks of 375 lbs. net 40 per Cask ex Factory.
In Bags of 250 lbs. net 43.75 per bag ex Factory.
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General Managers.
Ho'gkong, 3rd December, 1902. [a3281]

WINCHESTER CARABINES.
12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.
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NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents. [53]**

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NEW STOCK OF ENGLISH SADDLERY.
PIGSKIN SADDLES FROM 6 TO 12 LBS.
RACING SADDLES 3½ LBS. POLO SADDLES 7 LB.
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BRIDLES. GIRTHS. SPURS. BITS.
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YOUNG ENGLAND VOLUME,
LITTLE FOLKS, &c., &c.
ENGLISH AND EGYPTIAN
CIGARETTES.
PLAYING CARDS. CARD SETS.
CROQUET. LADMINTON.
TENNIS. CRICKET, &c. [a33]

**THE CHOICEST AND BEST
VARIETIES OF
CONFECTIONERY
FROM
PARIS, LONDON, BOSTON, NEW YORK.
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WITH ALL REQUISITES.
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ALE AND STOUT IMPORTER
TEMPORARY OFFICES: 16, QUEEN'S ROAD
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Hongkong, 13th February, 1903. [a35]

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ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,
\$25 PER DOZ.
Distinguished by Four Stars on the label.
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ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.
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IMPERIAL BRANDY
\$12.50 PER CASE.
—
**THE ELITE OF WHISKY—
THE "PALL MALL,"**
\$22 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
—
**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**
\$11.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS
AGENTS—SIEMSEN & CO., HONGKONG. [a35]

C. P. & Co.'s INVALIDS' PORT
\$22 PER DOZ.
This fine Wine is old, soft, and of grand flavour
See analysis and certificate by Professor Cassal.
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DOURO PORT.
\$15.75 PER DOZ.
A fine, full, and fruity wine.
—
AMOROSO SHERRY,
\$22 PER DOZ.
—
LA TORRE SHERRY,
\$18.50 PER DOZ.
A natural and most pleasant wine to the taste.
—
**BENEDICTINE LIQUEUR—
D.O.M.,**
\$43.75 PER DOZ. QUARTS.
\$45.50 PER 2 DOZ. PINTS.
THEY ARE UNEQUALLED AT THE PRICE
[a35]

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GENTLEMEN'S COMPLETE OUTFITTER,
DENT'S WALKING AND DRIVING GLOVES,
DRESSING GOWNS, TRAVELLING RUGS,
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EACH DEPARTMENT UNDER TRAINED EUROPEAN SUPERVISION. LATEST
MACHINERY FOR PRODUCING FIRST-CLASS WORK.
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Messrs. PARSONS BROS., PAPER MERCHANTS, London, New York, and Sydney
[166]

NERNST
NERNST ELECTRIC LIGHT.
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!
AS CHEAP AS GAS!
FOR PARTICULARS APPLY TO
HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a79]

"KEEP PACE WITH THE TIMES"
BY DRINKING THE WHISKY OF TO-DAY
"SCOTLAND'S BEST."

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PHOTO-PLATES, PAPERS
GRAPHIC AND CHEMICALS
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN
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HEIDSIECK & CO., REIMS
PURVEYORS TO THE IMPERIAL COURT AT BERLIN.
CARLOWITZ & CO., Sole Agents.
[a1873]

THE CHINA LIGHT & POWER CO., LD.
ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
KOWLOON.
INCANDESCENT LAMPS, ARC LAMPS AND
NERNST LAMPS SUPPLIED.
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
Apply to—
THE MANAGER OF WORKS AT HUNGHOM;
OR
SHEWAN, TOMES & CO., General Managers. [a426]

WANTED.
A GENTLEMAN to Sell against high
Commission an easily saleable article to
Captains and Sailors.
Please apply to—
M. N.,
Care of Daily Press Office.
Hongkong, 12th February, 1903. [507]

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR
QUEEN'S BUILDINGS.
TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition
Liebner's Standard Code.
TELEPHONE, 282.
Hongkong, 20th December, 1902. [3440]

HONGKONG RIFLE ASSOCIATION.
THE ANNUAL GENERAL MEETING
of the MEMBERS of the ASSOCIATION
will be held at the HONGKONG
HOTEL, on FRIDAY, 20th FEBRUARY,
at 5 o'clock P.M. for the purpose of passing the
Accounts for 1902, electing a Committee and
Officers for 1903, and to consider a proposal to
amalgamate with the Army Rifle Association.
Members are earnestly requested to attend.
M. S. NORTHGOTE,
Hon. Secretary.
Hongkong, 7th February, 1903. 110

PURE FRESH WATER
THE HONGKONG STEAM WATER-
BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Canaught House,
Hongkong, 13th June, 1902. 3336

OREGON LUMBER.
THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901. [68]

THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.
Telegraphic Address: "Internacional."
Apply to—
THE MANAGER.
Hongkong, 4th October, 1902. [51]

HOTELS.
HONGKONG HOTEL
A First Class Hotel in every respect.
Elegantly Furnished Reading, Drawing
Room, and Smoking Room.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.
CHARGES MODERATE.
H. HAYNES,
Manager. [a48]

**THE
PEAK HOTEL.**
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUDDELL STREET. [a494]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the
Merrant Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th October, 1902. [a443]

HOTEL CRAIGIEBURN.
PUNNETT'S GAP, The PEAK, near the
Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.
Hongkong, 2nd July, 1900. [a50]

CONNAUGHT HOUSE.
A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a49]

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms Very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [a1842]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA)
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Hongshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a254]

VICTORIA HOTEL,
SHAMSHAN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

1 TIMATION

A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS

FOR THE RACES.

CHAMPAGNE.

JULES MUMM & CO.

As supplied to Royal and Imperial Houses of Europe.

WHISKY.

WATSON'S CELEBRATED BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

BRANDY.

Pure COGNAC of the finest quality.

SHERRY, PORT, CLARET.

Choice Wines of superior quality, specially selected.

BURGUNDY.

Sparkling and still.

AUSTRALIAN CLARETS AND HOCKS.

AERATED WATERS.

Absolute purity guaranteed.

CIGARS, CIGARETTES, CONFECTIONERY.

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and address with communications addressed to the Editor.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have a tendency to appear in other papers will be inserted.
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Telegraphic Address: PRESS, CHINA; A.B.C. 5th Ed.
Liber's
P.O. Box, 33. Telephone No. 12

DEATH.
On the 11th February, at Calcutta, GOVERNMENT BOMBARDIER GUZDAR, partner of the late firm of Nowrojee & Co. of Hongkong. (By wire) 315

The Daily Press.
HONGKONG OFFICE: 11, DES VOGES ROAD, U.L.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG: 13th February, 1903.

At various periods in the past we have referred to the experience of different Eastern cities in the matter of plague, and the subject is one which must always be of interest here until the disease is thoroughly stamped out. The most recent plague report issued is that of the Health Officer of Calcutta, Major DEANE. Calcutta must be allowed to be a favourable spot for the study of plague, seeing that in the course of thirteen months ending last June no fewer than 7,000 died there of the disease or of what was commonly supposed to be that disease. Major DEANE's report is particularly interesting in that he differs in many points from a great number of plague specialists. He takes as his motto a Rabbinical quotation "Learn to say: I do not know," and proceeds to reject some of the favourite theories with regard to plague. He protests against the attribution by the laity to the medical profession of a greater knowledge of the plague bacillus than the profession actually possesses. "They seem to think," he says, "to speak unconvictionally, that we can see Mr. and Mrs. Bacillus with a large family in attendance walking about." Now the Calcutta Health Officer confesses that nothing is known about the origin of plague. It is not contagious, but is chiefly air-borne and spread by dust. The rat theory of the conveyance of plague receives no support from Major DEANE. Where there are rats and plague, he allows, rats die of plague, but when there are no rats plague spreads. They are, in his opinion, an unimportant means of spreading the disease; but his assistants in the compilation of the report disagree with him

here, it is to be noted, inclining to the view (which is strongly borne out by the Hongkong evidence) that rats play a large part in a plague epidemic. With regard to the question of inoculation as a preventive of plague, a means of combating the scourge which we are apt to look on as peculiarly Indian, it appears that in the year under discussion only forty people were inoculated in Calcutta. This is curious when we consider the great inoculation scheme inaugurated at the end of last year in the Punjab; and the diversity of opinion shown in two parts of India is a little perplexing. It is plain from the Calcutta report that prophylactic and serum treatment receives no favour from the medical authorities there. In the fight against plague the main reliance, according to Calcutta's experience, is to be placed on disinfection and in the demolition of insanitary buildings. It is satisfactory to us in Hongkong to know that we are already adopting these methods, practically to the exclusion of all others. We have not done so, of course, without partial recourse to other plans, nor should we have done rightly had we done so. But now that we have elected to put our faith mainly in disinfection and demolition, it is gratifying to see that the chief town of India endorses our action. It is possible that, as we all devoutly hope, we shall be spared a plague epidemic this year; nevertheless we should be encouraged to persevere in the policy of disinfection and demolition. The latter part of the programme, in view of the comparatively enormous amount of insanitary property in the city, must necessarily be slow, in spite of the passage of the Public Health and Buildings Ordinance. But the Government has the more reason to press on the work in that the experience of a far larger place confirms the utility, or rather the necessity, of its line of policy. Some of our Indian contemporaries are wont to sneer at Hongkong's concern over plague, comparing the Indian figures with ours. We venture, however, to say that plague produces relatively more damage to this Colony's progress than to the prosperity of the Indian cities, owing to our peculiar position as a junction between so many parts of the world. At any rate we should use the experience of India in the matter of plague to the utmost extent, and all reports of the great cities of the Dependency have this a peculiar value for us.

Although the Sanitary Board plague returns are issued daily now, no cases have been reported since noon on Monday.

The Janet Waldorf Company completed their season at the Lyceum Theatre, Shanghai, on the 7th inst.

Viceroy Chang Chih-tung is to visit Shanghai after finishing his inspection of the Kiangyin and Woosung forts.

The U.S. army transport *Barnside* has arrived at Shanghai from Manila, and is berthed alongside the Old Dock preparatory to undergoing an extensive overhaul there.

By kind permission of Major Radcliff and Officers of the band of the 33rd Burma Infantry will play the following programme of music in the King Edward Hotel to-day, during dinner, from 7.30 to 9.30 p.m.:

March—"The Scout".....Harry Rossini
Selection—"Santuzza".....Rossini
Selection—"The Messenger Boy".....Ivan Caryll
Polka—"En Chasse".....Faurbach
Selection—"The Grand Mogul".....Aldrian
Valse—"Les Baisers".....Margis
EXTRA
Serenata—"Love in Idleness".....Macbeth
"God Save the King"

The Shanghai *Mercury* translates from the *Universal Gazette* the statement that Prince Pu Lun is known as reformer. He has a smattering knowledge of science and is fond of furnishing his house with foreign furniture. Lately the Prince has been appointed commissioner to the St. Louis Exhibition, but the real object of his appointment is because the Empress Dowager wishes him to make a visit at the same time to Singapore, Penang, and other southern settlements where there are many Chinese, ostensibly for the purpose of studying the commercial condition of the Chinese in those places, but his real object is to get acquainted with them and to influence them to abolish Kang Yu-wei's Society.

Residents in the Far East will be astonished to hear that charges of extortion and negligence have been preferred against the well-known and popular U.S. Consul-General at Shanghai by certain parties. We read in the *San Francisco Chronicle*—The charges made against Consul-General Goodnow of Shanghai probably grow out of political animus. When Goodnow was first mentioned for this consulate in 1897 his old enemy, former United States Senator Washburn of Minnesota, used all his influence to prevent Goodnow's confirmation. The secret of this hostility lies in the fact that Goodnow had helped Kuote Nelson to gain the Senatorship from Minnesota over Washburn. Goodnow received the entire vote of the Senate committee on his confirmation, but Washburn and his friends pursued him for several years. During the Boxer troubles Goodnow became the sole medium of exchange of news with the State Department, and he showed so much good sense and mastery of the political situation in China that the present charges will have to be very serious to affect his position.

A German paper points out that in addition to a ship which is being built in the Black Sea the Russian Fleet there at the present time consists of six first-class battleships, two of the second class, two coast defence ships, eight small cruisers, three torpedo cruisers, thirty-three torpedo boats, three training ships, thirteen gunboats, and fifteen ships of the volunteer fleet. It is absurd to suppose that a fleet which at the end of this year will include ten battleships is intended to be shut up in the Black Sea. It seems to be regarded in Berlin as certain that events of vast moment are slowly but surely ripening in the Near East, which will demand the closest attention of the civilised world.

The great movement of U.S. troops under the plan for relieving the long-service commands now in the Philippines and giving the entire Army a regular tour of duty in the islands is on, and the first of the fresh soldiers have left the States. The transport *Thomas* left San Francisco on the last day of January, taking the 9th, 17th, and 18th Batteries of Field Artillery and the 10th, 38th, 85th, and 108th Companies of Coast Artillery. She also has 309 enlisted men of the United Marine Corps coming to relieve long service men on duty with the Navy, and also brings D Company of the 39th Infantry, to join that regiment in Manila. The Artillery commands in the islands to be relieved are the 25th, 27th, 31st, and 36th Companies of Coast Artillery and the 14th, 15th, and 25th Batteries of Field Artillery.

The *Sin Wan Pao's* Peking correspondent writes that the Foochow, Ningpo, and Chinkiang Customs were short in their periodical contributions towards the expenses of the Imperial Household. In consequence the Ministers of the Imperial Household wired to the said three Customs last winter in the 12th Moon instructing them to make remittances at once, so as to make up their deficiencies, especially as money was urgently needed to defray the expenses essential at the end of the year and during New Year's time. Again last winter near the end of the year the Peking Government wired to the different provincial authorities instructing them to hasten up in remitting their contributions to the fund for repairing the Chienyang Gate of Peking and that the remittances must arrive at the capital before the end of the year, in consequence contributions have been coming in continually without cessation.

The Chief Quarantine Officer at Manila has issued an order declaring Manila to be a clean port. The new order largely affects quarantine relations between Manila and the United States although the island ports are also concerned. Two restrictions have been placed on vessels leaving for the United States. One is that they can carry no passengers from infected island ports unless those passengers have been away from the infected ports for at least five days. The other provides that if a case of cholera appears on the ship itself she shall be held in quarantine for the usual period. The passengers going by any ship will be carefully inspected before the ship will be given permission to leave the port. The quarantine against vessels leaving for the United States has been on since last May and since that time every transport has done at least five days at Mariveles station before being permitted to pass.

A despatch dated New York, February 6, says:—In a consultation with the representatives of all the Central American States yesterday, Secretary Hay broadly hinted that England was the power which was blocking the successful progress of the negotiations with Venezuela. Much has been made of this hint directed by the Secretary of State and some of the newspapers intimate that it means that England is seeking to force the Monroe doctrine to an issue. The representatives of the Central American States called upon Secretary Hay yesterday to enlist his good offices to prevent further trouble in their section. They pointed out that throughout the length of Central America there is trouble, or trouble brewing at the present time and they fear that if the local governments are not able to keep order the Europeans will intervene. They ask the Secretary to prevent a general war throughout their territory. Secretary Hay explained that at the present time there was nothing to warrant the interference of the United States. He held out no hopes for the future.

The shipbuilding returns published by the *Shipping World* show that the United Kingdom is still far ahead of all rivals. Out of 2,788,000 tons of shipping constructed in the world's shipyards, the United Kingdom was responsible for 1,699,000, or 61 per cent. of the total. This magnificent result can no longer be attributed to our natural resources in iron and coal, for we are buyers of iron from Spain and Sweden, and some of our rivals are at least as well supplied with coal as we are. Probably many causes contribute to our success, but in the first rank among them must be placed the fact that our shipbuilders are at liberty to buy all the materials and all the tools they require wherever they can obtain them to the best advantage. American shipbuilders, on the other hand, are hampered by absurd fiscal regulations, which have for many years checked the development of what was once a great American industry. France suffers even more from the same cause. No less than three-quarters of all the shipping built in French yards consisted of sailing ships, built not because they are wanted, but because they can earn a bounty which the French taxpayer provides. To the stolid Anglo-Saxon there does not appear to be much fun in paying taxes, as Jacques Bonhomme has to do, in order that the national flag may wave over sailing ships employed in carrying ballast to the Far East and back again.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 10th February.

THE STRAITS CURRENCY.

The *Standard* says that there seems but little doubt how the Straits Currency Commission will report, and it is believed that the Straits Settlements will shortly adopt a currency analogous to that of India.

OBITUARY.

The death is reported of "Ema Lyall" (Ada Bayly), the authoress.

THE SOCIETY ISLANDS DISASTER.

Eight whites were drowned in the recent disaster at the Society Islands. Two French and one Italian war ships have left Papeete to render assistance.

THE UNITED STATES—ANTI-TRUST BILL.

An attempt by Mr. Rockefeller (Standard Oil Co.) to influence individual Senators against anti-trust legislation has caused a profound sensation, and it is confirmed it will greatly promote the speedy passing of the law.

OBITUARY.

The death is announced of Sir Gavan Duffy (Duffy).

THE DREYFUS AFFAIR.

The French War Minister has forbidden all officers employed in the War Office to make any sort of communication regarding the discussion in the Press of the Dreyfus affair.

THE NEAR EAST.

The *Standard's* Vienna correspondent says that the Macedonian element is so powerful that preparations for a great rising are proceeding quite openly.

LONDON, 10th February.

ITALY AND THE SOMALILAND EXPEDITION.

Signor Bacelli, speaking in the Italian Chamber, said that the deportation of the Sheikh of Obbia was necessary to facilitate the British operations. The fact that Italy had loyally adhered to her agreement again proved her desire to maintain the traditional friendship of Great Britain and Italy.

SENTENCE ON AN ANARCHIST.

Rubino, the assailant of the King of the Belgians, has been sentenced to penal servitude for life.

MARCONI TELEGRAPHY.

Reuter's telegrams conveying the latest news have been success fully transmitted on board the Transatlantic liner *Minneapolis* thirty-six hours before the landing of her passengers. This probably inaugurates a regular system.

POLLARD'S LILLIPUTIAN CO.

The Lilliputians gave a repetition of *A Gaiety Girl* at the City Hall last evening, when the theatre was again filled. All the parts were well sustained, and met with well-earned applause from a delighted audience. The comedy will be staged for the last time this evening.

FOOTBALL.

The football Shield tie between G. C. A. Sherwood Foresters, and H.M.S. *Argonaut* is down for decision to-day at 4 p.m. on the H.K.F.C. ground, Happy Valley. The Foresters, it will be remembered, might have claimed the tie by default, the *Argonaut* returning to Hongkong after the expiration of the time limit for the first round; but they generously refused to do so.

ESTHETIC AND SIMPLE.

There is hope for everyone who is dissatisfied with the shape of his nose. If Nature has failed to do her duty by that feature, art will step in to make good her shortcomings with a hypodermic syringe and a pot of paraffin wax. The treatment "not only produces"—as Dr. St. Clair Thomson assures us in last month's *Practitioner*—"an aesthetic result equal to that of any other method, but promises to be so simple and free from risk that its employment will become general." The operation is almost painless. The surgeon injects under the skin a teaspoonful or so of melted wax, and then, before the fluid cools, moulds it with his fingers into the desired shape. Unfortunately the wax solidifies in a few seconds, and it is conceivable that a nervous or clumsy artist might be unable in the time to achieve the "aesthetic result" desired. He might even mould the material into such a coarse bulbosity as to render the unhappy patient liable to arrest under the new Licensing Act. Dr. Thomson mentions a case in which, as the result of careless manipulation, a small nodule of wax "wandered into the upper eyelid"—and stayed there. He says nothing of the after-care of the nose, but it is obvious that an ornament which has a melting point of a hundred and fifteen degrees Fahrenheit must not be held too closely to the fire nor carried into a Turkish bath. It would be equally painful to the owner and surprising to his friends if his nose were to "wander" to his back-house, or descend into the folds of a double chin.

HONGKONG JOCKEY CLUB RACE MEETING.

THIRD DAY.

The Race Meeting was favoured with excellent weather yesterday. The third day has always been looked upon as the ladies' day and this year was no exception to the traditional rule, for the ladies of Hongkong turned out in large numbers and to the ever attractive ensemble presented by the Races crowd were added the charms that bright feminine dresses and pretty faces impart. H.E. the Governor and H.E. General Gascoigne were again present, and the general crowd of spectators was quite as numerous, if not more so, as on the two previous days. A combined naval band played musical selections during intervals; their rendering of the National Anthem was rather premature, however, and was not calculated to promote a good start in the last race, the entrants for which were then facing the starter.

Sport, on the whole, was good. Flickamaroo was largely fancied for the first event, the Spring Stakes, but sustained defeat by Winter Rose, with Mr. Hart Buck's Silver Fox third. Chisai won the Grand Stand Stakes, showing very fine form, while Legacy annexed second honours and The Pirate third. Rare Rose and Algeria were the only entrants for Mr. Bell-Irving's Challenge Cup, which Rare Rose secured after an uninteresting race, never in doubt. A big field entered for the Ladies' Purse. At the end of the race Miss Hunter presented the Ladies' Purse to Mr. Master, who replied in appropriate terms. Three cheers for Miss Hunter and for the Governor, General Gascoigne, and the jockeys were given. First honours fell to Mr. Master's Ichiban (owner up) and second to Punch, from the same stable, Chisai taking third place notwithstanding his hard going in the second race. General Gascoigne's Ivy had a lot of supporters, but made a poor show and finished unplaced. The popular General was apparently in misfortune's way, for his other mare, Ruby, was led home lame and died on her way to the stables. In the Hongkong Stakes a much fancied winner was found in Muscatel, Jigoku, and Commoner having to be content with second and third places respectively. Five ponies faced the starter in the race for the Purse Cup. Mr. Potts had two nominees, Desert King and Rebel King. He declared to win with Rebel King, and it did win, Desert King being pulled up on the post to allow that to take place, and Disgrace never having a look-in. But in this connection, there was a good deal of comment levelled at the Stewards, who ought to have made sure that Mr. Potts's declaration was put in a position where it could be easily seen before backers had laid on Desert King, who was extensively fancied and would of course have won if he had not been eased, coming up to the post. The result was that backers on Desert King suffered. Sequah won the Phoenix Stakes, Clara and The Pirate being second and third. The China Pony Champion Stakes brought out a field of four. Owing to what had gone before, Rebel King was strongly fancied for first honours as against Pandar from the same stable, though Rare Rose found some supporters over and above Mr. Potts's ponies. Pandar and Rebel King came in in the order named, with a head between, at the end of a race which went to show their superiority over Rare Rose and Algeria but was not conclusive so far as the assessing of their own respective capabilities were concerned. In the Walter Champion Stakes only two stables were represented. Colonel Hughes scratched Brilliant, the Derby winner. Mr. Master had three representatives, Ichiban, Mayfly, and Remnant; he himself rode Mayfly and it was mostly fancied. Mayfly, however, was employed only to make the running and when Runaway Girl had made the going knocked out of her, Ichiban was sent to the front and won easily, with Remnant second and Runaway Girl third, Mayfly coming in last. Flickamaroo won the half-mile scurry in the Nil Desperandum Stakes, Silver Fox being second and Joker third.

THE BETTING.
In the case of the Walter Championship yesterday several bettors were left, owing to the scratching of Brilliant and the non-starting of Chisai and Legacy. It may be of interest to them to remark that in the case of sweepstakes it does not matter whether the horse starts or no; when the betting transaction is made privately, *mange* conditions, this law equally applies; when the horse is backed as a *bona-fide* entrant and does not actually come to the starting post bets are off. These seem peculiarly elementary facts to declare, but owing to the frequency with which they were questioned yesterday it may be interesting to re-call them now.

THE SPRING STAKES: value \$400; second to receive \$150; and third \$50; for China griffins; weight for inches as per scale; previous winners of one race 5 lbs. extra; of two races 7 lbs. extra; of three races 10 lbs. extra. Entrance \$10. From the two mile post, once round and in.

Mr. Buxey's Winter Rose, 10st 9lbs (Mr. Cox) 1
Mr. Tremearne's Flickamaroo, 10st 12lbs (Mr. Cor) 2
Mr. Hart Buck's Silver Fox, 10st 12lbs (Mr. Waullemier) 3
Mr. C. Rademacher's Joker, 11st 1lb (Mr. Mackie) 0
Mr. J. H. Lewis's Starling, 11st 1lb (Mr. Moller) 0
Mr. J. H. Lewis's Claimant, 11st 1lb (Mr. Armstrong) 0
Hon. R. Shewan's Ithia, 10.4 6lb (Mr. Bruton) 0
Mr. C. H. Ross's Ben-y-Gloe, 11st (Mr. Johnstone) 0
3 lbs over.

Eight ran. From a fine start, Ben-y-Gloe secured a slight lead, and headed the field as the stand was passed, followed by Starling, Joker and Flickamaroo, the favourite. Ben-y-Gloe showed the way round by the Golf Club pavilion, where Starling displaced Joker for second place. In

THE HONGKONG STAKES: Winner to receive £750; second \$250; and third \$100; for China griffins; weight for inches as per scale; previous winners of the German Cup 5 lbs. extra; entrance \$10; one mile and a half.

Mr. J. H. Lewis's Muscatel, 10st 12lbs (Mr. Moller) 1
Mr. G. H. Potts's Jigoku, 11st 3lbs (Mr. Crighton) 2
Mr. Hart Buck's Commoner, 10st 12lbs (Mr. Waullemier) 3
Mr. J. H. Lewis's Claimant, 11st (Mr. Armstrong) 0
Hon. R. Shewan's Ifrit, 11st 1lb (Mr. Master) 0
Mr. House's Nicodemus, 11st 1lb (Mr. Radcliff) 0
Mr. Tremearne's Dowdrop II, 11st 4lbs (Mr. Johnstone) 0
Messrs. Deacon & Morris's Manbation, 10st 12lbs (Mr. Barkill) 0
2 lbs over. + 5 lbs over.

Eight ran. After a false start, Dowdrop II got away with a slight lead, but did not hold it long, and when the Stand was passed the order of running was—Manbation, Dowdrop II, Muscatel, Jigoku, Commoner, Nicodemus, and Claimant. Muscatel, Jigoku, and Commoner made a procession of it, maintaining the same order throughout and passing the post first, second and third respectively. Time, 3 mins. 23 1/2 secs.

the back stretch Ichiban was posted along on the outside and got on level terms first with Joker and then with Starling, who was dropping away. Up the hill to the Black Rock Mr. Master's mount, on the inside, drew up on Ben-y-Gloe, and the two ran neck and neck down the hill. Ben-y-Gloe was now under the whip, and beaten, and it looked a sure win for Flickamaroo as the straight was neared. Here Winter Rose and Silver Fox cleared the rack, and coming along gamely on the outside the former passed Flickamaroo almost on the post and won by half-a-length; good third. Time, 2mins. 27secs.

THE CHALLENGE CUP: presented by J. J. Bell-Irving, Esq.; a forced entry of \$5 each; for China ponies; weight for inches as per scale; to be won two years consecutively by a pony or ponies the *bona-fide* property of the same owner or owners; winner to receive 70 per cent., second 20 per cent., and third 10 per cent. of the entrance fees; when the Cup is won outright the entrance fees to go to second and third in the proportion of 75 per cent. and 25 per cent. One mile and three quarters.

Mr. Buxey's Rare Rose, 10st 12lbs (Mr. Cox) 1
Mr. Wingard's Algeria, 11st 1lb (Mr. Waullemier) 2
A level start, and both ran stride for stride till the Black Rock was neared for a second time, when Rare Rose, going up the hill, led Algeria by a length. Whipping up his pony, Mr. Waullemier did his best to get on even footing, but Algeria was unable for the task, and was beaten by a little over a length. Time, 3mins. 52secs.

THE GRAND STAND STAKES: value \$700; second to receive \$250; and third \$100; for Hongkong water griffins; weight for inches as per scale; winner of the Derby 10 lbs. extra; of the Maiden Stakes 7 lbs. extra; of any other race with the exception of the Encouragement or Racing Stakes 5 lbs. extra; penalties accumulative; non-winners allowed 5 lbs. Entrance \$10. One mile and a quarter.

Mr. Hunter's Chisai, 10st 12lbs (Mr. Barkill) 1
Mr. Morgan Phillips's Legacy, 12st 2lbs (Mr. Master) 2
Mr. Hart Buck's The Pirate, 10st 7lbs (Mr. Waullemier) 3
Mr. Christie's Tyro, 11st 3lbs (Mr. Johnstone) 0

The start was a poor one, Chisai getting in front with the others in a bunch. The Pirate drew second; Tyro took third place and Legacy the fourth. When the post was passed for the first time Legacy had changed positions with Tyro, Chisai continued in the lead going round the back stretch. Then Legacy was sent forward, and passing the Pirate coming round the bend, she came up on the outside and made a bid for first place, but her challenge was started off and Chisai won a splendid race by a length. The Pirate was a poor third. Time, 2mins. 23 1/2 secs.

THE LADIES' PURSE: presented; second to receive \$150; and third \$50; for Hongkong walters and Hongkong water griffins; weight for inches as per scale; previous winners at this Meeting 7 lbs. extra for each race won; Hongkong walters which have never won a race allowed 5 lbs.; griffins allowed 10 lbs.; unplaced runners allowed 5 lbs.; entrance \$10. One mile.

Mr. Master's Ichiban, 12st. 7lbs (Mr. Master) 1
Mr. Master's Punch, 10st 4lbs (Mr. Gedgo) 2
Mr. Hunter's Chisai, 10st 12lbs (Mr. Barkill) 3
Mr. Postifex's Countess, 11st. 3lbs (Mr. Pontifex) 0
Mr. Marpie's Bay Ronald, 10st 12lbs (Mr. Waullemier) 0
Mr. Kingston's Altgold, 11st. 3lbs (Mr. Bruton) 0
Mr. Christie's Vanity, 10st 7lbs (Mr. Johnstone) 0
Major-General Sir W. J. Gascoigne's Ruby, 10st 13lbs (Mr. Crighton) 0
Major-General Sir W. J. Gascoigne's Ivy, 11st 6lbs (Mr. Crickshank) 0
Mr. Darius's Glory, 12st 3lbs (Mr. Cox) 0

After some delay at the starting post the field got away to a good start, Vanity in front. Passing the Grand Stand for the first time, Vanity still led, followed by Altgold and Countess in the second and third places respectively, with the others in a bunch close behind. Vanity set a rattling pace along the back stretch, while Ichiban drew into fourth place with Ivy in hot pursuit. Coming round past the Village, Ichiban took second place and Chisai, showed up in the third position, Vanity, Altgold, and Countess tailing off. Ivy made a good bid but was outdistanced. Ichiban continued to hold the lead coming up the home straight and won by three lengths, while Punch coming up rapidly in the last distance beat Chisai by a short head for second place. Ruby was led in lane in the near hind leg and dropped dead in the roadway, her back broken. Time, 1min. 55secs.

THE HONGKONG STAKES: Winner to receive £750; second \$250; and third \$100; for China griffins; weight for inches as per scale; previous winners of the German Cup 5 lbs. extra; entrance \$10; one mile and a half.

Mr. J. H. Lewis's Muscatel, 10st 12lbs (Mr. Moller) 1
Mr. G. H. Potts's Jigoku, 11st 3lbs (Mr. Crighton) 2
Mr. Hart Buck's Commoner, 10st 12lbs (Mr. Waullemier) 3
Mr. J. H. Lewis's Claimant, 11st (Mr. Armstrong) 0
Hon. R. Shewan's Ifrit, 11st 1lb (Mr. Master) 0
Mr. House's Nicodemus, 11st 1lb (Mr. Radcliff) 0
Mr. Tremearne's Dowdrop II, 11st 4lbs (Mr. Johnstone) 0
Messrs. Deacon & Morris's Manbation, 10st 12lbs (Mr. Barkill) 0
2 lbs over. + 5 lbs over.

Eight ran. After a false start, Dowdrop II got away with a slight lead, but did not hold it long, and when the Stand was passed the order of running was—Manbation, Dowdrop II, Muscatel, Jigoku, Commoner, Nicodemus, and Claimant. Muscatel, Jigoku, and Commoner made a procession of it, maintaining the same order throughout and passing the post first, second and third respectively. Time, 3 mins. 23 1/2 secs.

The PARKER CUP, presented, second to receive \$150; and third \$50; for China ponies; weight for inches as per scale; winners of one race at this meeting 5 lbs. extra; of two or more races 7 lbs. extra; unplaced ponies allowed 5 lbs. China griffins allowed 10 lbs. Subscription griffins of Poochow 1902 and Amoy 1903 Meetings allowed 5 lbs; entrance \$10; one mile.

Mr. G. H. Potts's Rebel King, 11st 11lbs. (Mr. Wallumier) 1
Mr. G. H. Potts's Desert King, 11st 11lbs. (Mr. Wallumier) 2
Mr. F. P. Marshall's Diogenes, 10st 9lbs. (Mr. Wallumier) 3
Messrs. A. P. Simpson and White's Style, 10st 11lbs. (Mr. Wallumier) 4
Mr. Ellis Kadoorie's Snowdrop, 10st 7lbs. (Mr. Wallumier) 5

Mr. Potts declared to win with Rebel King. The horses got away to a good start. Mr. Potts's two ponies took up the running and Desert King set a spanking pace for his stable companion. As the Grand Stand was passed for the first time the two Kings held first and second places. Diogenes third place. Snowdrop fourth and Style fifth. This order was maintained until the field got round opposite the Pothall Club's stand, at which point Snowdrop was urged onwards and made a try for the lead. Diogenes fell into fourth place, but Snowdrop failed to distance the leaders and Desert King shot ahead again into third place and also made a gallant effort to get ahead of the Kings. This attempt was unsuccessful and Desert King reaped up the straight in fine style with Rebel King a length behind. Desert King slowed down on approaching the winning post and allowed Rebel King to win by half a length. Diogenes a good third. Time, 2 mins. 11 sec.

The PRINCE OF WALES STAKES, a sweepstakes of \$10 each with \$300 added; second to receive \$150; and third \$50; for Hongkong waler griffins; weight for inches as per scale; previous winners barred; three quarters of a mile.

Mr. E. H. Hind's Sequah, 11st 11lbs. (Mr. Wallumier) 1
Major-General Gascoigne's Clare, 11st 6lbs. (Mr. Wallumier) 2
Mr. Hart Buck's The Pirate, 1st 12lbs. (Mr. Wallumier) 3
Messrs. Clarke and Pontifex's Brigginschew, 11st 7lbs. (Mr. Wallumier) 4
Mr. Kingston's Thief, 10st 11lbs. (Mr. Wallumier) 5
Lieut.-Col. Hughes's Prince Charming, 10st 12lbs. (Mr. Wallumier) 6
Mr. Buxey's Winning Rose, 11st 10lbs. (Mr. Wallumier) 7
Mr. Pontifex's Mabelle, 11st 6lbs. (Mr. Wallumier) 8
Lieut.-Col. Hughes's Princess Charming, 11st 10lbs. (Mr. Wallumier) 9
Hon. F. H. May's Mirabel, 11st 11lbs. (Mr. Wallumier) 10
Mr. Hart Buck's Wallflower, 10st 11lbs. (Mr. Wallumier) 11
Mr. Christie's Tyro, 11st 11lbs. (Mr. Wallumier) 12
Mr. R. K. Leigh's Will o' the Wisp, 10st 11lbs. (Mr. Wallumier) 13

Thirteen ran. Two false starts were made, and when the field got away it did so raggedly. Sequah took the lead and kept it splendidly all the way round, winning by about a length and a half. Time, 1 min. 27 1/2 sec.

The CHINA PONY CHAMPION STAKES, with \$750 added; a forced entry for all winners at this meeting; entrance for winners of one race \$20; of two races \$30; of three or more races \$50; second to receive \$250; and third \$100. Weight for inches as per scale. One mile and a quarter.

Mr. G. H. Potts's Pandur, 10st 12lbs. (Mr. Wallumier) 1
Mr. G. H. Potts's Rebel King, 11st 11lbs. (Mr. Wallumier) 2
Mr. Buxey's Rare Rose, 12st 12lbs. (Mr. Wallumier) 3
Mr. Wingard's Algerine, 11st 11lbs. (Mr. Wallumier) 4
Algerine jumped ahead at the start, followed by Rare Rose and Mr. Potts's representatives bringing up the rear. All the ponies went easily for the first half mile, keeping in the order named above. It was not until the Black Rock was reached that a change occurred in the position of the field. Pandur then forged ahead, followed by Rebel King, who came up more slowly but succeeded in getting into second place. Coming up the straight, the race resolved itself into one between Mr. Potts's two horses. Rebel King showed himself full of running but was unable to draw level with Pandur, who beat him by a head. Rare Rose made a gallant fight for third position and got placed on the post, about two lengths behind Rebel King. Time, 2 mins. 42 sec.

The WALKER CHAMPION STAKES, with \$750 added; a forced entry for all winners at this meeting; entrance for winners of one race \$20; of two races \$30; of three or more races \$50; second to receive \$250; and third \$100; weight for inches as per scale. One mile and a quarter.

Mr. Master's Ichiban, 12st 11lbs. (Mr. Wallumier) 1
Mr. Master's Remnant, 11st 8lbs. (Mr. Wallumier) 2
Mr. Carruthers's Runaway Girl, 11st 8lbs. (Mr. Wallumier) 3
Mr. Master's Mayfly, 10st 12lbs. (Mr. Wallumier) 4
Four ran. Brilliant was entered for the race, but was scratched. Mr. Master made the pace on Mayfly. Runaway Girl being close behind, and the others falling out in the rear. Passing the Black Rock for the second time Mayfly was put to it for all she was worth, and Runaway Girl attempted to follow, but was easily beaten. She fell out, and was accompanied by Mayfly, their places being taken by Ichiban and Remnant. The former, on the rails, ran easily. Time, 2 min. 22 sec.

The NIP DESPERADO STAKES, a sweepstakes of \$5 each with \$250 added; second to receive \$150; and third \$50; for China griffins which have run and not won a race; weight for inches as per scale. Half a mile.
Mr. Tremain's Flickamaroo, 10st 12lbs. (Mr. Wallumier) 1
Mr. Hart Buck's Silver Fox, 10st 12lbs. (Mr. Wallumier) 2
Mr. C. Rademacher's Joker, 11st 11lbs. (Mr. Wallumier) 3
Mr. J. H. Lewis's Claimant, 10st 12lbs. (Mr. Wallumier) 4
Mr. J. H. Lewis's Starling, 11st 11lbs. (Mr. Wallumier) 5
Mr. R. G. Smithers's Portasia, 10st 9lbs. (Mr. Wallumier) 6
Mr. D. Macdonald's Miff, 10st 12lbs. (Mr. Wallumier) 7
Mr. F. B. Marshall's Mad Mule, 11st 11lbs. (Mr. Wallumier) 8

Portasia got off well on the fall of the flag but lost the advantage before going half the distance, and Flickamaroo got home first after a scurrying race, leading by about half a length from Silver Fox, with Joker a good third. Time, 1 min. 15 sec.

STRAITS SETTLEMENTS CURRENCY.

A correspondent writes to the Times:—An influential and largely signed representation by the merchants of Singapore and others is being sent to the Governor advocating fixity of exchange; and the action of Siam in closing her mints to silver practically assures the adoption of gold. From the language used in the petition it is apparent that exporters desire fixity as well as importers; but the question of the rate of conversion is one concerning which there is a distinct cleavage. It has never been seriously disputed that the trade of the colony has flourished on low silver, that the value of property has largely increased, and that the revenue shows most satisfactory progress; therefore, the exporter has no wish to see the sterling value fixed at, say, 2s. or nearly 30 per cent. above its intrinsic worth, while desiring fixity as conducive to safety and eliminating a dangerous element of speculation. On the other hand, some importers, the storekeepers and the European dollar wage-earners, would prefer the higher rate, looking to their personal interests. Happily the principal firms do both an import and export business, and are better able to take a broad view of the interests of trade as a whole, and look at the functions of the colony as the main factor keeping in mind that Singapore has become an expensive port, the abundance of money in recent years having enormously increased the charges of handling, storing and transporting produce, so that there is the danger of trade being carried direct or diverted to other ports. Labourers and artisans are mainly comprised of Chinese who keep up the closest connection with their own country, and it would be next to impossible to reduce wages in any case. The Chinese are the backbone of the colony, and these are content to reckon their profits in silver, a currency to which they have been accustomed; nor have they shown themselves backward in locally investing the large fortunes their enterprise and insight have obtained them. The success claimed by India and Japan in their adoption of a gold standard has little bearing on this colony, which has no debts and wide trade ramifications. To many observers the fact that our coinage is practically bullion accounts for much of the prosperity which has made Singapore the great trade entrepôt of the Java and China seas, and hitherto prevented the competition of the Netherlands India ports.

THE DARDANELLES.

The British protest against the passage of four Russian torpedo-boat destroyers through the Dardanelles to the Black Sea will be generally approved in this country. Under the guise of the commercial flag, the Muscovite Government have endeavoured to violate the international treaties which closed the Dardanelles to the war vessels of all countries. Such a subterfuge is unworthy of a great Power like Russia, but unfortunately it is not inconsistent with her former tactics. The fact can no longer be concealed in this country that her Asiatic methods of diplomacy can never be trusted. She rarely seems to act in a fair and straightforward manner, and she is distrusted accordingly. It is only necessary to study the history of Turkey to understand and appreciate the many wily attempts Russia has made to establish herself in the Black Sea and the Dardanelles, which would give her practical control over Turkey and a means of outlet to the Mediterranean. Fortunately she has been checked by the Powers, and the disintegration of the Ottoman Empire as a buffer between Russia and the rest of Europe has been prevented. The Treaties of Paris, Berlin, and London are in evidence as the means whereby that necessary object was accomplished.

The Treaty of Paris, of 1841, which was confirmed by that of 1856, laid it down that no foreign ship of war should enter the Dardanelles except by Turkish permission, and even merchant vessels are only permitted to pass the Castle of Chanak-Kalesi during the day. Yet Russia had the audacity, in September last, to call upon Turkey to authorise the passage of torpedo-boat destroyers through the Dardanelles, and the Porte, giving way to the insistence of the bigger Power, ended by agreeing to it. That Turkey should have committed such a suicidal act indicates pretty clearly that Russia has some means of squeezing her into compliance with anything. But will the Powers stand by and allow Russia to insert the thin edge of the wedge in this scheming manner? If they do then the treaties are utterly useless, and it would be a farce to attempt to frame any more in the future. The argument set up by Russia, that a disarmed vessel flying the commercial flag cannot be regarded as a warship, is absolutely childish, and is not likely to convince anyone. That Turkey should have been induced to take such a view will not justify the other Powers in doing the same. On the contrary, they should lose no time in following the example of Great Britain and registering their protest against an attempt to enter the Black Sea, which can only have one ultimate object—that of securing the ability to utilise the Sea in the future, and to practically annex Constantinople. Both Russia and Turkey have been clearly given to understand that Great Britain reserves the right to demand similar privileges for her warships, if Russia is still authorized to violate the treaties. It is to be hoped that Russia will see the danger which she is incurring and withdraw in time, otherwise complications may arise which will have far-reaching consequences for her, and Great Britain and the Powers of Europe as a whole.—*Naval and Military Record.*

LATEST STEAMER MOVEMENT.

The P. & O. steamer *Nahia* left Singapore for this port on the 11th inst., at 1 p.m.

AMERICANS IN THE PHILIPPINES.

The Manila Times reports the issue of the warrant against W. D. Atterbury, ex-Official Scorer of the Manila Baseball League who was arrested here the other day. The complainant was Manager E. M. Bachrach, of the American Credit Company, and the charge was malicious fraud. Atterbury left Manila for Hongkong by the *Yuenyang*, getting off only just in time, for a launch was procured and out into the bay the officers of the law sped, only to find that after all they had been outwitted by the fleeing fugitive. The *Yuenyang* had already cleared and was well on its way to sea. Mr. Bachrach cabled to Hongkong and Governor Taft issued extradition papers the same evening.

As a result of this case the Manila Times has a strong article on the subject of "dishonouring the name of American" and the regrettable frequency with which the name of American has lately been trailed in the gutter in Manila. "It has come to such a pass," says our contemporary, "that it is almost impossible for an American other than those whose position and financial standing are beyond question, to obtain credit at the various stores in the city. He is everywhere met with the statement that so many Americans have beaten their bills that as a matter of safety and business policy it has been found necessary to refuse to extend the favour of credit to any and all Americans. This is true of many American merchants and of most European merchants. In other words, we are regarded in Manila as a dishonourable and untrustworthy class, as people whose word cannot be depended upon in business and who have no sense of honour in observing a debt."

Just where the cause or causes of this condition lie is not hard to discern. It is a fact, however much we may regret it, that among the American population here, as in every new field, we have a considerable element which does not do us credit. Many adventurers who had no reputation at home or if any, an evil one, have been lured here by the promise of easy and illegitimate gain; and even those who were honest and law-abiding at home suffer here from the loss of those influences which there helped to keep them straight, and with a weakened sense of honour and obligation, soon fall a prey to temptation.

ENGLAND AND GERMANY.

The *Kreuz Zeitung* devotes a long article to the examination of the causes which have rendered Germany so unpopular among the Great Powers. England and the United States, France and Russia are unanimous in their dislike. The leading Conservative journal, which has probably done more than any other German newspaper to bring about this state of affairs, puts down the dislike of Russia to the fact that Germany has grown so strong, and the dislike of France is attributed to the same cause. Strong Germany, it says, is an obstacle to their plans in Central Europe. With regard to the United States it is all owing to English machinations. The United States and Germany would be the best friends in the world were it not for England seeking to sow distrust of Germany. It is convenient for the *Kreuz Zeitung* at the present time to forget the attitude which it assumed during the Spanish-American war, when its abuse of the United States knew no bounds.

The *Kreuz Zeitung*, however, is specially interesting when it treats of estrangement between England and Germany. In the first place, according to this sapient journal, there is a certain mysterious international conspiracy with its headquarters in England and represented by a certain English magazine with branches in France, Bohemia, Russia, and the United States, whose mission it is to calumniate Germany. It is wrong to suppose that the Kaiser's famous telegram to Kruger was the cause of English enmity. The *Kreuz Zeitung* speaks only of English enmity, never of German. All through Germany is the passive object of British hatred. Another cause is the increase of the German fleet, and yet another the increase of German trade. England's reply to the Kaiser's telegram embittered Germany; her policy of branding German merchandise was also deeply resented. Then came the South African War. The *Kreuz Zeitung* grudgingly admits that in Germany regrettable explosions of feeling occurred, but the volume of British hostility to Germany far exceeded that of Germany towards England. The whole odium of all the attacks on England which appeared in the Continental Press was cast on Germany. The *Kreuz Zeitung* does not say that the most odious attacks on England which appeared in the French and Russian journals were copied from the German papers, and forgets that the principal manufacturers of the foul aspersions cast on the British Army were Germans. It forgets also that German papers, among them the *Kreuz Zeitung*, eagerly opened their columns to this campaign of calumny.

The *Kreuz Zeitung* next offers a curious explanation of the ultimate aim of Germany in increasing the fleet. It is a mere legend (it says) to suppose that the increase of the German fleet is directed against England. As a matter of fact, besides being intended to cover the exposed position of Germany itself, the fleet is intended to go hand in hand with the British fleet. With a fine air of disinterestedness the *Kreuz Zeitung* finally warns the Press to avoid excess, and to remember its responsibility.

Although Dalmeny, which gives courtesy title to Lord Rosebery's heir, was only bought by Sir Archibald Primrose in 1662, the Primrose family, since the marriage in 1716 of the second earl with the sister of the fourth Duke of Argyll, have, an antiquary informs us, direct lineal descent from its earliest known proprietors, the knightly De Mouchneys, who settled there. And there his descendant, another Philip, is lord of its acres to-day, although, curiously enough, he comes by that name from his mother's family, the Stunhopes.

BRITAIN AND RUSSIA IN ASIA.

Calling attention to a recent expression of opinion in the *Times* that the policy of Great Britain in Persia and the Persian Gulf should be supported, if necessary, by a movement of men-of-war, the *Novoe Vremya* observes that, if views of this description are to begin to prevail in leading political circles in London, Russia may also be induced to demonstrate that her fleet cannot always remain stationary and that her army, which has already been put to the test in its campaigns in the Balkan Peninsula and against the Turcomans, excels in carrying out military operations under the worst climatic conditions. The journal points out that the Chauvinist British Press does not admit the idea of Great Britain's sharing with Russia the control to be exercised over the waters which wash the shores of Southern Persia, while at the same time the British Government is constructing a railway through Baluchistan towards the Persian frontier. The *Novoe Vremya* comes to the conclusion that with time this line will be compelled to enter into communication with the Russian railway system by means of an Afghan or Persian branch line, and that then Russia and Great Britain will be face to face in Central Asia. Why, then, asks the Russian journal, should they not also be face to face in the Persian Gulf? The more numerous the points of contact between them the less opportunity will there be for British Chauvinism on the subject of the Persian question. With regard to the suggestion that the British Imperialists themselves would be disposed to make certain concessions to Russia in the Persian Gulf, the *Novoe Vremya* observes that it is not concessions that are required, but a reasonable consideration of the interests of both parties and a pacific division of the spheres of influence to be exercised in the regions of Central Asia, where Great Britain has no exclusive right, unless indeed, the British have decided to remain for ever the satellites of Germany and henceforth to look at everything through German spectacles.

VENEZUELA.

Two telegrams in recent Australian exchanges throw some additional light on the Venezuelan complications. They are as follows:—

London, 13th January.—Dr. Von Holleben, late German Ambassador at Washington, now on his way to Germany, informed an American friend that every step taken by Berlin had been contrary to his advice.

London, 15th January.—Lieutenant Lengerke, who was acting as First Officer of the German cruiser *Vineca* when President Castro's warships were sunk by the Germans, was summoned to Europe to report upon the matter to the German Emperor. He committed suicide at Havre on his return.

The German Ambassador at Washington prior to the blockade stated in Washington that "As the most important measure of coercion—that is the blockade of Venezuelan harbours—would have to be carried through without a declaration of war proceeding if the blockade would therefore be a peace blockade." On December 13 it was called that in German official circles it was affirmed that if the prizes taken by the Germans were really destroyed it was due to their unseaworthiness or to military reasons. The squadrons were ordered to seize the revenue cutters before commencing the blockade. Americans assert that the German war vessels sank their prizes in order to prevent the necessity of removing them to British ports. It was announced on December 16 that Viscount Cranborne, the Parliamentary Under-Secretary for Foreign Affairs, had stated in the House of Commons that Germany had explained that the sinking of two of the vessels her warships had captured was a necessity. The semi-official explanation given in Berlin was that the two vessels were worthless and unseaworthy. It was impossible to tow them to Trinidad, and it was inexpedient to tow them drift.

A DRAMATIC ITEM.

This morning and henceforward daily there will be presented on the North African stage, an up-to-date pantomime entitled—

OHELO, OR,

THE MERRY MOORS.

CHIEF CHARACTERS.
ABDUL AZIZ (a young Sultan, "ez iz" determined to stick up for his rights).
BU HAMARA (a legitimate pretender, who means to "hamar" the Sultan and his army).
MULEY KEB (a One-Eyed, an obstinate, but lucky, loyal general).
KAID MACANER (a canny Scot, who hopes to scotch the pretender).
Soldiers, Moor Soldiers, Rebels, Moor Rebels, and War Correspondents.

The whole to conclude with a GORGEOUS TRANSPORTATION SCENE, THE INTERFERENCE OF ALL NATIONS; OR,

WHAT DO I GET? In which Englishmen, Frenchmen, Spaniards, Germans, and other foreigners will act in chorus.

The fact that a French locomotive is being built for the Great Western Railway reminds us of the mournful fact that both the United States and France are ahead of us in the matter of express trains. The fastest train on the Continent is the "Nord Express," which does the distance of 155 miles between Paris and Calais Pier in three hours fifteen minutes. The famous "Sud Express" also does some wonderful runnings, though since the fatal accident on November 16, 1900, the times have been lowered. No British fast train can compare with these two French expresses. The United States claims that it possesses the "Fast Train on Earth" in the "Atlantic City Flyer," which performs the journey of 553 miles between Camden and Atlantic City, in the Philadelphia and Reading Railway, in fifty minutes, or at an average booked speed from start to stop of 66.6 miles per hour. However, when Mr. Behr builds his monorailway between Manchester and Liverpool and between London and Brighton, we shall be able to put both France and the United States in the shade.

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FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 9th February, 1903.

NAVAL INTELLIGENCE.

Naval officers look on it as their birthright to grumble. This is no new phase; the grumbling sailor has existed during a long period, and there is no question that the sea in its many moods, and ships, in their confinement and behaviour in rough weather, the lack of change in society, and the sameness of the daily menu, allow plenty of room for the exercise of the legitimate growl; but the sailor is not daunted by any set limits, and for the mere sake of a growl will often invent a subject if he has not one ready to hand. A fruitful source of growling is the Admiralty. Were one to overstep it would be difficult for the listener to understand wherein the Admiralty ever did right, for all that he would hear would be the things they had done wrong, and never the things they had done right; these are taken as a matter of course, no credit is due for them, and they only escape criticism because they do not afford an opportunity for a grumble.

One great defect of which we hear a good deal about Admiralty administration is the want of information on service subjects, which should be, but is not, supplied by them. An enlargement of the scope of the Intelligence Department's work might remedy this defect, but while we grumble at the want of information, we do not pause to consider that to a large extent we have the sources of supply open to us, and that we could educate ourselves much more than we do from sources which are available to us at the price of a small annual subscription. I allude, of course, to the Press, and particularly to magazines and reviews, both home and foreign, which deal with service subjects; but how often do we see such books in a naval mess? Scarcely ever! The class of magazine the naval mess subscribes for is usually that which provides what the *Spectator* happily described as "snippit literature"—short stories that will while away a few minutes, or soothe one into a condition for the afternoon walk.

A good many years ago the Admiralty decided to provide officers in every ship with the nucleus of a reference library on service and general subjects, and in this library the officer might find a good deal of material to extend his knowledge of the navy in the past. A selection of Captain Mahan's works is supplied—pity that the list is not brought up to date and each of his works, as it is issued, added to the library—Colomb's *Naval Warfare* Southery's *Lives of the Admirals*, Roosevelt's *Naval War of 1812*, with other lives of admirals and naval leaders of the past. There is not a great selection, but one would expect that such books as are supplied would be much read and well known to all officers, and yet we find in practice that the leaves remain uncut to the end of the commission. And we are sure that it is not because the contents of these useful volumes have been read elsewhere, but rather that the naval officer of the present day does not take sufficient interest in the service to study it from every side. He is keen enough about the practical part of his work, but the average executive officer thinks that his study days are over when he has passed his examinations at college or has obtained his coveted G. or T. or N. The non-executive officers (I hardly know what to call them now that engineers and doctors are no longer "civil") as a general rule pass this kind of knowledge by on the other side. It does not concern their work, and they are therefore content to remain in ignorance, or with that smattering of general knowledge which leads to confusion between Drake and Blake, and wholly ignores all those great naval men of the past whose names are not borne by the admiral class.

The Naval Records Society has recently sent out circulars to the fleet inviting new subscribers. This society, which, to quote its circular, "has been established for the purpose of printing rare or unpublished works of naval interest, aims at rendering accessible the sources of our naval history, and at elucidating questions of naval archaeology, construction, administration, organisation, and social life," is almost unknown among the rank and file of naval officers, and it would be interesting to see a list of its members with a view to ascertaining the proportion of naval officers belonging to it. A glance through Lean's *Naval List* shows that at least one officer considers his membership of this society as being of sufficient note to place among his "war or meritorious service, &c."

a fact that would lead one to believe that the number of naval officers belonging to it is but small, and yet the annual subscription of one guinea entitles a member to all the publications of the society issued during membership, and to back volumes on payment of 10s. 6d. per volume. Twenty-three volumes have already been issued since the society was formed in 1891, and all appear from their titles to be of great interest to the naval student, while many, such as journals and letters, logs, the naval tracts of Sir William Monson, open up such a wide field of hitherto inaccessible literature that one is surprised the society has existed during the past eight or nine years and not become widely known throughout the service.

There are those who tell us that steam has revolutionised the navy, and speak as if a new era began with the introduction of steam, but whether that be so or not, with regard to tactics and strategy, it is incorrect with regard to the personnel of the navy. The present generation of officers, and possibly of the men too, are very largely the sons of the past generation of officers and men, and there is a sort of apostolic succession dating back for centuries linking the present to the past, so that a study of past men and their deeds and manners, their daily life told with the minutest detail in old journals, and letters written at a time when the writing of a letter was in itself an event, cannot but be of interest and use in leading us to a fuller understanding of many of the customs so well known to us, but the reason of which is lost; and of that code, known as the unwritten law of the service, which binds us nowadays with perhaps greater force than at an earlier period when those laws were gradually forming.

The navy is awakening. It is keener than it was professionally, but there are still openings for a further awakening, and the study of itself is not an unimportant one.—*Naval and Military Record.*

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THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1902.

THE CHRONICLE AND DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year page.
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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS WANTED IMMEDIATELY.

AN ASSISTANT MASTER for an ANGLICAN DISTRICT SCHOOL. Application should be made in person to Mr.

EDWARD A. IRVING, Inspector of Schools, Hongkong, 13th February, 1903. [512] DIOCESAN BOYS' SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on TUESDAY, the 17th instant. For Terms for Boarders or Day Scholars, apply to—

THE HEADMASTER, Hongkong, 13th February, 1903. [513]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAICHING." Captain Hodgson will be despatched for the above ports TO-DAY, the 13th inst., at 10 A.M. For Freight or P. cargo, apply to DOUGLAS LARRAK & CO., General Managers, Hongkong, 13th February, 1903. [510]

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE. THE Company's Steamship

"KAMAKURA MARU" having arrived from the above ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before 4 p.m. TO-DAY, 13th inst. Goods not cleared by the 19th inst. will be subject to rent. All ship-damaged packages must be left in the Godown and notice of same sent to this Office before the 22nd inst., or claims in connection therewith will not be recognized. NIPPON YUSEN KAISHA, Hongkong, 12th February, 1903. [511]

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 16th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSON & CO., LD., Agents, Hongkong, 12th February, 1903. [514]

THE HONGKONG WEEKLY PRESS will be ready to-morrow, and will contain—

Leading Articles:—The Situation in China. Russia in Manchuria. Great Britain and the Eastern Question. Athletics in the Harbour. Boland's Incidents. Wedding at St. John's Cathedral. Swatow.

Hongkong and Whampoa Dock Co., Ltd. Humphreys' Estate and Finance Co., Ltd. Hongkong, Canton and Macao Steamboat Co., Ltd. Hongkong Rope Manufacturing Co., Ltd. Hongkong Jockey Club Race Meeting. Cricket. Football. Royal Hongkong Yacht Club. Hongkong Rifle Association. Hongkong and Port News. Subscription, \$12 per Annum, payable in advance; postage, \$2. Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies, Cash. Hongkong, 13th February, 1903.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS will be held on WEDNESDAY, 18th FEBRUARY, 1903, at 3.15 o'clock P.M. in the CHAMBER ROOM, City Hall, for the purpose of discussing the question of Local Currency.

By Order, A. R. LOWE, Secretary, Hongkong, 11th February, 1903. [501]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO. Hongkong 3rd October, 1900. [56]

AUCTIONS.

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (FRIDAY), the 13th FEBRUARY, 1903, at 2.30 P.M., at his Sales Rooms, Duddell Street, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising—

SADDLE-BAG and PLUSH UPHOLSTERED DRAWING-ROOM SUITE, EASY CHAIRS, OCCASIONAL TABLES, CLOCK, CARPETS, RUGS, LACE CURTAINS, BLACKWOOD COUCH, HALL CHAIRS, CABINETS, FLOWER STANDS and STOOLS, &c., &c. TEAK SIDEBOARDS with BEVELLED MIRROR, DINING TABLE and CHAIRS, DINNER WAGGONS, OVERTHEATERS, CUTLERY, GLASS, and CROCKERY WARE, PICTURES, ORNAMENTS, &c., &c. DOUBLE BRASS-MOUNTED BED-STEADS, WAREROBES with BEVELLED MIRROR, TOILET TABLES, MARBLE-TOP WASHSTANDS, FENDERS, TOILET REQUISITES, &c., &c. On View from Thursday, the 12th February. Catalogues will be issued. TERMS—Cash on delivery. GEO. P. LAMBERT, Auctioneer, Hongkong, 7th February, 1903. [462]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 16th FEBRUARY, 1903, at 3 P.M., at "ORNARA," the Residence of Staff-Surgeon CANTON, R.N. A QUANTITY OF HOUSEHOLD FURNITURE (Full particulars from Catalogue). On view from Saturday, the 14th inst. TERMS—Cash on delivery. GEO. P. LAMBERT, Auctioneer, Hongkong, 12th February, 1903. [506]

PONIES! PONIES!! PONIES!!!

PUBLIC ROUP.

THE Undersigned has received instructions to Sell by Public Roup, on WEDNESDAY, the 18th inst., at 3 P.M., near the Fountain, opposite the City Hall, SEVERAL RACE HORSES and PONIES (including many favourites at the Race Meeting). Particulars as per Catalogue, which will be issued the morning of the Sale. HUGHES & HOUGH, Auctioneers, Hongkong, 10th February, 1903. [483]

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

known as No. 50, Eldon Street, Victoria, Hongkong, to be sold by order of the Mortgagees in One Lot, on WEDNESDAY, the 18th FEBRUARY, 1903, at 3 P.M., at his Auction Rooms, Duddell Street, by Mr. GEO. P. LAMBERT, Auctioneer.

THE Property consists of the Piece of Ground registered in the Land Office as Island Lot No. 1292 with the Buildings thereon known as No. 50, Eldon Street. The Property is held from the Crown for the residue of the term of 99 years granted by a Crown Lease dated the 1st day of September, 1892. For further Particulars and Conditions of Sale apply to—

EWENS & HARSTON, Solicitors, or to Mr. GEO. P. LAMBERT, Auctioneer, Hongkong, 10th February, 1903. [485]

HONGKONG JOCKEY CLUB. RACE MEETING, 1903. TO-MORROW SATURDAY (OFF-DAY), 14th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Tickets for the Off-Day, \$2. No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate. J. GRANT, Secretary, Hongkong, 4th February, 1903. [417]

HONGKONG JOCKEY CLUB. THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 14th instant. An Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are being sent out with the Members' Tickets. All Tickets must be produced to gain admission. J. GRANT, Secretary, Hongkong, 4th February, 1903. [418]

HONGKONG JOCKEY CLUB. NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Day WITHOUT TICKETS, which can be had on application to the Undersigned. J. GRANT, Secretary, Hongkong, 4th February, 1903. [419]

HONGKONG JOCKEY CLUB. NOTICE TO MEMBERS. ONE DAY'S RACE MEETING will be held early in APRIL next, provided sufficient entries are received. Particulars and Conditions as to Programme will appear later. By Order, A. S. ANTON, Acting Clerk of the Course, Hongkong, 24th January, 1903. [337]

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS. Dealers in MARBLE and GRANITE MONUMENTS. No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1902. [286]

ENTERTAINMENTS.

THEATRE ROYAL, CITY HALL. POLLARD'S LILLIPUTIAN OPERA CO. TONIGHT. LAST PERFORMANCE OF "A GAIETY GIRL." LAST TWO PERFORMANCES TO-MORROW (SATURDAY), 14th FEB. MATINEE AND EVENING H.M.S. "PINAFORE" PLANS NOW OPEN AT ROBINSON PIANO CO. LATE TRAMS and FERRIES DURING SEASON. Hongkong, 10th February, 1903. [471]

THEATRE ROYAL, CITY HALL, HONGKONG. Under the direction of Mr. ROBERT BROUGH. Representative... Mr. ALAN HAMILTON.

TUESDAY, 17th FEBRUARY. THE BROUGH COMEDY CO. IN "ARE YOU A MASON?" There is an old maxim: "The most wasted of all days is that on which one has not laughed."

TUESDAY, WEDNESDAY, THURSDAY and FRIDAY, 17th, 18th, 19th and 20th FEBRUARY. First Production in China of "ARE YOU A MASON?" (By arrangement with Charles Frohman, Esq.) A Farce in Three Acts, adapted from the German by Leo Dietrichstein. INTERPRETED BY Mrs. BROUGH, Miss Phipps, Miss Saeie Vaughan, Miss Brande Gibson, Miss Helen Boyle, Miss Gillies Brown; Mr. BROUGH, Mr. W. T. Lovell, Mr. Leslie Victor, Mr. Ernest Vera, Mr. McIntyre, Mr. Percy Walsh.

SATURDAY, MONDAY, TUESDAY, 21st, 23rd and 24th FEBRUARY. First Production in China of "THE SECOND IN COMMAND." (By arrangement with the author.) A Military Comedy in Four Acts, by Captain Robert Marshall. MUSICAL DIRECTOR—MR. GEORGE BROMLEY SCENIC ARTIST—MR. CLAUDE WHITE THE BOX PLANS For "ARE YOU A MASON?" and "THE SECOND IN COMMAND" are now open at the ROBINSON PIANO CO. Dress Circle and Orchestra Stalls, \$4.00. Stalls, \$2.00. Back Seats, \$1.00. Doors Open 8.30. Curtain 9. Chairs, etc., at 11.30. Late Tram to the Peak as usual. Hongkong, 7th February, 1903. [464]

HONG CHEONG & CO., TAILORS, DRAPERS AND OUTFITTERS. ESTABLISHED IN HONGKONG FOR OVER 30 YEARS. Clothing made to fit to perfection. Silk Goods of all kinds. Chinese Grass Cloth and Embroidery. Address—Nos. 60 and 62, QUEEN'S ROAD CENTRAL (South side) Hongkong, 6th September, 1902. [2339]

CARTRIDGES. IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH. ELEY'S, SCHULTZ'S, AMBERITE and KYNOC'S SPORTING CARTRIDGES 8, 10, 12, 16 and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO. Hongkong, 23rd November, 1902. [1152]

PUBLIC COMPANIES. HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS. THE DIVIDEND at the rate of 10 per cent. or \$1.50 per Share, declared at the Ordinary Half-yearly Meeting of shareholders, held this day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after MONDAY, the 9th FEBRUARY, 1903. Shareholders are requested to apply to the Office of the Company for Warrants. By Order of the Board of Directors, T. ARNOLD, Secretary, Hongkong, 7th February, 1903. [475]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED. NOTICE TO SHAREHOLDERS. THE THIRTY-FOURTH ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on MONDAY, the 2nd day of MARCH, 1903, at 12 o'clock Noon, to receive a Statement of Accounts to 31st December, 1902, and the Report of the General Managers and to elect a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 18th February to the 2nd March, both days inclusive. JARDINE, MATHESON & CO., General Managers, Hongkong Fire Insurance Co., Ltd. Hongkong, 9th February, 1903. [476]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED. NOTICE. THE CERTIFICATE of 8 SHARES numbered 5882/5889, standing in the Register of this Company in the name of Late F. EBRAHIM, having been LOST, NOTICE IS HEREBY GIVEN that a Duplicate Certificate for the said 8 Shares will be issued on month hence and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void. SHEWAN, TOMES & CO., General Managers, Hongkong, 2nd February, 1903. [425]

THE CHINA FIRE INSURANCE COMPANY, LIMITED. THE THIRTY-FOURTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 5th March, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 5th proximo, both days inclusive. By Order, GEO. L. TOMLIN, Secretary, Hongkong, 6th February, 1903. [444]

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beccanfield Arcade, Victoria, Hongkong, on Monday, the 5th day of January, 1903, the following Resolution was passed:— "That in pursuance of the Special Resolution passed on the 11th day of November, 1902, and confirmed on the 27th day of November, 1902, a Call of Fifty Cents per Share be made upon all holders of Ordinary Shares in the above Company, and the same is hereby made. Such Call to be paid to the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of February, 1903."

AND NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, interest at the rate of 5 1/2 per centum per Annum will be charged upon all Calls remaining unpaid after the 9th day of February, 1903, up to the actual dates of payment of the same. Shareholders are requested to note that, upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, and surrender of existing Certificates of the Shares pertaining thereto, new Share Certificates will be issued bearing an endorsement of the payment of the said Call. By Order of the Board of Directors, W. KERFOOT HUGHES, Secretary, Hongkong, 6th January, 1903. [175]

HONGKONG AND SHANGHAI BANKING CORPORATION. NOTICE IS HEREBY GIVEN that the REGISTER of SHAREHOLDERS of the Corporation will be CLOSED from SATURDAY, the 31st day of January to the 14th day of February (both days inclusive) during which period no Transfer of Shares can be registered. By Order of the Board of Directors, J. R. M. SMITH, Chief Manager, Hongkong, 23rd January, 1903. [348]

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NOTICE OF REMOVAL.

WANG HING, JEWELLER.

has REMOVED on the 11th FEBRUARY to

No. 14, QUEEN'S ROAD CENTRAL

(opposite Messrs. KELLY & WALSH).

Hongkong, 9th February, 1903. [472]

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Care of Daily Press Office.

Hongkong, 6th February, 1903. [443]

INSURANCES

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT FIRE
and Marine Risks at Current
Rates.

SIEMSEN & CO.
HONGKONG, 20th May 1895. [27]

TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
HONGKONG, 16th November, 1892. [25]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

HCTZ. JACOB & CO.
HONGKONG, 2nd April 1900. [29]

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company
are prepared to accept First-class Foreign
and Chinese RISKS against FIRE at Current
Rates.

TURNER & CO.
HONGKONG, 14th January, 1903. [246]

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901.

215,722,803.

I. AUTHORIZED CAPITAL... £3,000,000 0 0

SUBSCRIBED CAPITAL... 2,750,000 0 0

PAID-UP CAPITAL... 687,500 0 0

II. FIRE FUNDS... 2,835,548 5 2

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
HONGKONG, 1st July, 1902. [1796]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

REUTER, BRÖCKELMANN & CO.,
HONGKONG, 21st April, 1897. [1113]

GENERAL MARINE INSURANCE
COMPANY, LIMITED,

OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, S. JACOB & CO.
HONGKONG, 1st September, 1902. [2327]

PHENIX FIRE OFFICE

The Undersigned are now prepared to

GRANT POLICIES OF INSURANCE

against FIRE at Current Rates.

DOUGLAS LAPIRAIK & CO.,
HONGKONG, 17th August, 1887. [28]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ... £235,719

Total Losses Paid ... £28,769,240

THE Undersigned having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

WM. MEYERINK & CO.
HONGKONG, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed

AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE

at Current Rates.

SIEMSEN & CO.,
HONGKONG, 16th May, 1892. [26]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND

SHIPPERS.

Ship only the Finest Quality

Extra Dry (Green Seal)

LAUTE, WEGENER & CO.,
HONGKONG, 17th May 1.95. [14]

A. LING & CO.,
68, QUEEN'S ROAD CENTRAL.

FURNITURE STORE.

FASHIONABLE CENTRE CARPETS

ELECTRO-PLATE, LIQUOR FRAMED

and FOOCHOW LACQUERED WARE.

Hongkong, 31st October, 1902. [265]

M. R. CHADWICK KEW

DENTAL SURGEON,

No. 39, QUEEN'S ROAD CENTRAL.

Office Hours—9 A.M. to 5 P.M.

Hongkong, 19th March, 1902. [334]

SCIENTIFIC MISCELLANY.

DEVELOPMENT OF COLOUR SENSE—ACETYLENE

BLACK—INCALDESCENT LAMP—PYROMETRY

—A TRAVELLING LAKE—VELOCITY OF LIGHT

—MARINE ENGINE IMPROVEMENT—AN UN-

SOLVED PROBLEM STILL—A PERFECT VA-

CUUM—FILLING BONES.

Our senses, it appears, have developed through

gradual evolution. Natives of remote Pacific

islands are still unable to distinguish between

blue and black; and Dr. F. W. Edridge Green,

whose investigations have covered many years,

concludes that the colour sense—which is distinct

from the mere perception of light and shade—is

one of man's recent acquisitions. Primitive

man could not distinguish colours at all. Red

and violet, the colours of greatest difference in

wave-length, were learned first, all others

appearing gray; then green was detected in the

gray field, followed by yellow, and finally by

blue and orange. In a form of trichromatic colour

blindness that now exists, only three colours—

such as red, green and violet—are distinguished,

yellow being mentioned as red-green.

By the Hubur process, black pigment is

made by pumping acetylene into steel cylin-

dors to a pressure of about two atmospheres,

and then passing an electric spark through

the vessels, the gas being thus dissociated into

its carbon and hydrogen. The hydrogen is

collected for any convenient use; the carbon

is ready for the market. Acetylene black is

free from the oily impurities of ordinary lamp-

black, and the demand is already so great that

the first factory—now running in Switzerland—is

likely to be followed by others in other

countries.

High temperatures are now easily measured

with the electric incandescent lamp. The lamp,

in line with the furnace backing or other hot

object, is viewed through a small telescope,

when the filament disappears on reaching the

temperature of the background. An ammeter

shows the amount of current feeding the lamp,

while a special scale indicates very accurately

the corresponding temperature up to 3,610

deg. F.

The chief cause of the hostility of different

colonies of ants is found to be difference of

odour and of ages.

One of the strange features of Central Asia,

as shown by Dr. Sven Hedin, is the travelling

of the ancient lake of Lop-nor, which seems to

form an oscillating pendulum of the Karun

river, and to pass north and south across the

desert in a period of 1,000 years or more. The

old bed is now dry. The lake of Kara-koshun,

however, is gradually disappearing in the place

where Prjevalsky found it, and slowly creeping

northward, with the prospect that it will occupy

the ancient site at no distant time. As the

lake becomes filled with mud, sand and decaying

vegetation, the desert to the northward is

deepened by wind-erosion. It is already known

that in the year 295 the lake of Lop-nor occupied

a place in the northern part of the desert, and

there are reasons for believing that when this

point is again reached, the course of travel will

turn toward the south. The vegetation, the

desert animals, and the native fishers, with their

reed huts, follow after the lake.

An attempt to fix the velocity of light with

greater accuracy, using the toothed-wheel

method of Fizeau and improved conditions,

has been described by M. Porrota. In previous

experiments, the beam of light was made to

travel a distance of 12 kilometres (7,452 miles)

and back, but in the recent trials it was reflected

from a mirror placed at a distance of 49 kilo-

metres (29,866 miles) from its source. From

1,109 observations the velocity has been found to

be 299,830 kilometres (about 186,255 miles)

per second, with a probable error less than 50

kilometres.

Roller-bearings for marine engines, Dr. P.

M. Tasker suggests, should increase the re-

volutions from 7 to 10 per cent. or more. Ball

bearings, while even further lessening friction,

have disadvantages for heavy work, and are not

to be considered for any but the smaller engines

of launches.

The true fishes are estimated by Drs. Jordan

and Evermann to number 12,000 species, be-

longing to 200 families. Of these, 3,300 species

have been distinguished in the waters of North

and South America.

Guesses at the world's age differ widely, Sir

Edward Fry points out that the physicist,

reasoning from the dissipation of the earth's

heat, the contraction of the sun, and the action

of the tides, finds that the earth consolidated at

a time nearer 20 than 40 million years ago;

while the geologist, from the present rate at

which sand, chalk, etc., are being deposited by

river and sea, infers that 450 million years must

have elapsed since life began on the globe.

The biologist thinks the time must be still

more vast since the beginning of life, on the
assumption that species have multiplied by
very slow variation, the estimate being 2,700
million years. Sir Edward contends that the
single phenomenon of "pelorism," a sudden
transmissible variation among plants, suffi-
ciently shows that the biological estimate is
unnecessarily long. This abnormal develop-
ment was first observed more than 150 years
ago in the yellow toad-flax of a Baltic island,
and has since been traced by one observer in
110 varieties of plants.

An absolute vacuum may always remain
unknown, but a close approach to it has been
reached by Prof. James Dewar in his determined
search for the absolute zero of temperature.
He uses no air-pump. A glass receiver with a
small receptacle at the bottom, is filled with air,
which is then frozen and falls into the lower
tube. The neck of the latter is then sealed in
the blowpipe flame, when the portion containing
the air is broken off.

In the process of Prof. Hofrath Moselig,
mortification of the bones of the leg is cured
by removing the diseased part and replacing
it with a filling of iodoform, seamenol and
spermaceti. Röntgen-ray pictures of cured legs
were lately shown to the Vienna Medical Society.

A curious theory is being investigated by the
Paris Academy of Sciences. Human stature is
supposed to be controlled by the gland in the
throat under the larynx, and artificial stimula-
tion of this gland is claimed to cause any child
to grow to maximum height.

BROWN, JONES & CO.,
MONUMENTAL AND ORNAMENTAL
MASONRY.

Have on View and for Sale at their

Marble Yard,

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon, are in the 1st, nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, are in the 4th, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, A.C. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	—	C. D. Bennett, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	PROMETHEUS	Brit. str.	—	W. Hayward	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	CYLON	Brit. str.	—	T. Darke, R.N.R.	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON & ANTWERP, VIA GENOA	GLORIOUS	Brit. str.	—	—	—	On 25th inst.
LONDON VIA GENOA	DIOMEDE	Brit. str.	—	—	—	On 31st March.
LONDON	MACHAON	Brit. str.	—	—	—	On 17th March.
LONDON	GLAUCUS	Brit. str.	—	—	—	On 14th April.
LONDON	PINGUEY	Brit. str.	—	—	—	On 21st inst.
LONDON	DARDANUS	Brit. str.	—	—	—	On 20th March.
LIVERPOOL	KINTUCK	Brit. str.	—	—	—	On 21st inst. at Daylight.
MAHARAJES, LONDON & ANTWERP, S' POKE, &c.	SANUKI MARU	Jap. str.	—	W. Townsend	MESSAGERIES MARITIMES	On 23rd inst. at 1 P.M.
MAHARAJES, LONDON & ANTWERP	MAHARAJES	Jap. str.	—	Guigues	MELCHERS & CO.	On 28th inst.
MAHARAJES, LONDON & ANTWERP	MAHARAJES	Jap. str.	—	—	—	On 18th inst. at Noon.
BREMEN, VIA PORTS OF CALL.	WURZBURG	Ger. str.	2 m.	P. Grosch	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE, BREMEN & HAMBURG	C. FERD. LAEISZ	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	BANBERG	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 10th March.
HAVRE & HAMBURG	ALGERIA	Ger. str.	—	von Doehren	HAMBURG-AMERIKA LINIE	On 24th March.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	Mayer	HAMBURG-AMERIKA LINIE	On 21st April.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	HAMBURG-AMERIKA LINIE	On or about 24th inst.
HAVRE, COPENHAGEN & BALTIC PORTS	KOREA	Rus. str.	—	Pernitz	MELCHERS & CO.	On 17th inst. P.M.
TRIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Colledani	SHEWAN, TOMES & CO.	On 19th inst.
NEW YORK VIA SUEZ CANAL	GIBALTAR	Brit. str.	—	D. Morris	DODWELL & CO. LD.	About 23th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SHIMUSA	Brit. str.	—	—	—	On 17th inst. at Noon.
SAN FRANCISCO	ARAB	Dun. str.	—	Gow	ARNHOLD, KARBURG & CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 11th March, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
VICTORIA (B.C.) & SEATTLE VIA NAAGASAKI, &c.	ACHILLES	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	IYO MARU	Jap. str.	—	W. M. Smith	DODWELL & CO. LIMITED	On 25th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAMMUT	Brit. str.	2 m.	Hollingsworth	PORTLAND & ASTORIA S.S. CO.	On 16th inst.
PORTLAND, OREGON	ISABECCA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
AUSTRALIAN PORTS	KASTA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 5th March, at Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	McArthur	GIB. LIVINGSTON & CO.	To-day.
YOKOHAMA	CHANGCHOW	Brit. str.	—	—	SANDER, WILKIE & CO.	On 17th inst. P.M.
YOKOHAMA & KOBE	NIPPON	Aus. str.	—	Klausberger	P. & O. S. N. Co.	On or about 22nd inst.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	CANDIA	Brit. str.	—	E. G. Andrews	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MOJI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	2 m.	J. McGinly	SHEWAN, TOMES & CO.	To-morrow, at Noon.
KOBE & YOKOHAMA	PEELA	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	BUTTERFIELD & SWIRE	On 27th inst. at Noon.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	NANCHANG	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	KWANGSI	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	WOSUNG	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 14th inst.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	DAIJIN MARU	Jap. str.	1 m.	T. Oyata	OSAKA SHOSHEN KAISHA	On 15th inst.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 18th inst.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	HAICHING	Jap. str.	2 m.	Hodgins	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	KAIPOK	Brit. str.	2 m.	E. W. Almond	SHEWAN, TOMES & CO.	To-day, at Noon.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	RODOLPH	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	LOONGSANG	Brit. str.	2 m.	W. Gall	TOYO KISEN KAISHA	To-morrow, at Noon.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	ROHILLA MARU	Jap. str.	2 m.	E. P. Bishop	BUTTERFIELD & SWIRE	On 16th inst.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	TSINAN	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 20th inst. at Noon.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	ZAFIRO	Brit. str.	2 m.	Baleito	CARLOWITZ & CO.	To-morrow, at Noon.
YOKOHAMA, VIA SHANGHAI, NAAGASAKI, &c.	CAPRI	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 24th inst. at Noon.

SHIPPING.

ARRIVALS.
Feb. 11, DABINE, German steamer, 1,200, E. Schipper, Semarang 29th Jan., Sugar.
Feb. 11, KAMOR, Norwegian str., 949, S. Falch, Muns. Falmouth 11th Dec., General.
Feb. 12, AM, German str., 722, N. T. Baller, Saigon 6th Feb., Rice and Rice-flour.
Feb. 12, CATHERINE APEAR, British str., 1,750, S. H. Bolen, Calcutta and Straits 24th Jan., General.—DAVID, Sassoon & Co. Limited.
Feb. 12, KAMAKURA MARU, Japanese str., 3,796, H. Petersen, London 2nd Jan., General.—NIPPON YUSEN KAISHA.
Feb. 12, LOONGSANG, German str., 1,245, P. Schultz, Wuhu and Chinkiang 7th Feb., General.—SHEWAN & CO.
Feb. 12, PERLA, British str., 1,148, Wm. Kerr, Balic Japan 15th Jan. and Singapore 1st Feb., Liquid Fuel in Bulk.—ARNHOLD, KARBURG & CO.
Feb. 12, TAIPI, German str., 1,063, A. Menzell, Saigon 7th February, Rice and Flour.—CHINESE.
Feb. 12, TSINAN, British str., 1,460, Lieberberg, Japan 7th Feb., General.—BUTTERFIELD & SWIRE.
Feb. 12, WOSUNG, British str., from Canton.

DEPARTURES.

13th February.
Indra, British str., for Manila.
Araon, British str., for Canton.
Kaching, British str., for Shanghai.
Kunming, British str., for Singapore.
Kunming, British str., for Canton.
Kunming, German str., for Saigon.
Shana, British str., for Canton.
Shanghai, British str., for Manila.
14th February.
Indra, British str., for New York.
RANSU, British str., for Canton.
KASHING, British str., for Shanghai.
KUNMING, British str., for Calcutta.
KUNMING, British str., for Canton.
NANYANG, German str., for Saigon.
PHANSI, British str., for Canton.
SUNGKIAN, British str., for Manila.
YELONA, German str., for Shanghai.

VESSELS IN DOCK.

6th February.
ANDERSON DOCK.—Nanshan, Yr.
K. WATON DOCK.—H. G. M. S. Asia, Koa-shan, Vigilante, Heinrich Meisel, Compania de Filipinas, Sherman, Hanot, Saughaing, Seward, Chien Tiao, Holden.
COSMOGRAPH DOCK.—Hankow.

SHIPPING REPORTS.

The British steamer *Taiwan*, from Japan 7th Feb., had strong following winds and considerable sea to Hsienan Islands; from there to port light northerly winds, smooth sea and hazy.
The British steamer *Peterson*, from Balic Japan 25th Jan. and Singapore 1st Feb., had clear weather with very strong N. and N.E. winds and high sea; hazy weather within 10 miles of Gap Rock.
The British steamer *Catherine Apear*, from Calcutta and Straits 24th Jan., had strong monsoon with high head sea with overcast sky, rain and turbulent sea off Cape Padaran to lat. 14 N.; from lat. 14 N. to port winds and sea decreasing to light airs and smooth.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE POINT every fortnight. For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG."
Captain Weigall, will be despatched as above TO-DAY, the 13th inst., at 4 P.M.
This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th February, 1903. [43]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR KOBE.
THE Company's Steamship

"PERLA."
Captain J. McGinly, will be despatched as above TO-MORROW, the 14th inst., at Noon.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 13th February, 1903. [48]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."
Captain Bels to, will be despatched as above TO-MORROW, the 14th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 9th February, 1903. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL."
Captain C. D. Bennett, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 14th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 3rd February, 1903. [1]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, YOKOHAMA, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

1903
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY 25th Feb.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY 11th Mar.
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY 18th Mar.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY 1st April
R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY 22nd April
R.M.S. "TARTAR" 4,425 Tons WEDNESDAY 6th May
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY 13th May
R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY 27th May

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the Isthmus of Panama in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
P. L. BROWN, General Agent,
Pudor Street.

6]

NORTHERN PACIFIC STEAMSHIP CO BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
SHAMMUT	W. M. Smith	9,606	February 25th
LYRA	Williams	4,417	March 10th
VICTORIA	J. Panton	3,502	March 17th
HYADES	G. Wright	3,753	March 24th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.
Hongkong, 10th February, 1903. [7]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SANUKI MARU MARSEILLES, LONDON and SATURDAY, 21st Feb.

W. Townsend ANTWERP, VIA SINGAPORE, at DAYLIGHT.

KAGOSHIMA MARU PENANG, COLOMBO and PORT 24th Feb.

Said COLOMBO at Noon.

BOMBAY MARU BOMBAY, VIA SINGAPORE and TUESDAY, 24th Feb.

T. Muni MOJI, KOBE and YOKOHAMA at Noon.

IYO MARU VICTORIA, B.C. and SEATTLE TUESDAY, 24th Feb.

C. H. Butler U.S.A. VIA SHANGHAI, MOJI, at 4 P.M.

INABA MARU KOBE and YOKOHAMA FRIDAY, 27th Feb.

W. Bainbridge at DAYLIGHT.

KUMANO MARU NAGASAKI, KOBE and YOKOHAMA FRIDAY, 27th Feb.

E. W. Haswell at Noon.

KARUGA MARU SYDNEY and MELBOURNE VIA FRIDAY, 27th Feb.

H. Fraser MANILA, THURSDAY ISLAND, at 4 P.M.

TOWNSVILLE and BRISBANE

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through. Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager. [9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON. REMARKS.

LONDON, &c. COROMANDEL Noon, 14th } See Special

SHANGHAI C. D. Bennett, R.N.R. } February } Advertisement.

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES A. L. Valentini About 14th } Freight or Passage.

YOKOHAMA, VIA SHANGHAI, HAI, NAGASAKI, MOJI and KOBE Ceylon Noon, 18th } Freight or Passage.

(Passing through the Inland Sea) E. G. Andrews About 22nd } Freight only.

For MARSEILLES, PLYMOUTH and LONDON DIRECT MALTA 6,004 Tons 23th March

Without Transshipment For further Particulars, apply to E. A. HEWETT, Superintendent. [1]

Hongkong, 10th February, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES TO RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

+ STUTTGART WEDNESDAY 18th February

+ BREUSSEN WEDNESDAY 4th March

+ HAMBURG WEDNESDAY 18th March

+ PRINZ HEINRICH WEDNESDAY 1st April

+ SACHSEN WEDNESDAY 15th April

+ KLAUSCHOU WEDNESDAY 29th April

+ BAYERN WEDNESDAY 13th May

+ ROON WEDNESDAY 27th May

+ PRINZ REG. LUITPOLD THURSDAY 14th June

+ GNEISENAU THURSDAY 28th June

+ BREUSSEN THURSDAY 9th July

+ HAMBURG THURSDAY 23rd July

+ PRINZ HEINRICH THURSDAY 6th August

* Steamers of the Hamburg-Amerika Linie. + Calling at Amsterdam.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MACHAON"	On 13th February.
GLASGOW and LIVERPOOL	"NESTOR"	On 18th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 5th March.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 11th March.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 17th February.
LONDON VIA GENOA	"DIOMED"	On 3rd March.
LONDON	"MACHAON"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.
LONDON	"PINGSUEY"	On 14th April.

LIVERPOOL BERTH.		
FOR	STEAMERS	TO SAIL
LIVERPOOL	"DARDANUS"	On 21st February.
LIVERPOOL	"KINTUCK"	On 20th March.

CONTINENTAL BERTH.		
FOR	STEAMERS	TO SAIL
MARSEILLES and ANTWERP	"PYRRHUS"	On 28th February.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"ACHILLES"	On 21st February.

The S.S. "MACHAON" left Singapore on the 7th inst. and is expected here on the 13th inst. For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th February, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA	"CHANGCHOW"	On 13th February.
SHANGHAI	"KWANGSE"	On 13th February.
SHANGHAI	"WOOSUNG"	On 14th February.
CEBU and ILOILO	"KAIFONG"	On 14th February.
MANILA	"TSINAN"	On 16th February.
SHANGHAI	"PAOTING"	On 16th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 16th February.
TIENSIEN	"NANCHANG"	On 20th February.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
§ See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th February, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO MOJI, KOBE AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.		
STEAMSHIP	TONS	TO SAIL ON
"INDRAPURA"	4,890	A. E. Hollingsworth February 25, 1903
"INDRASAMHA"	5,197	H. P. Craven March 18, 1903
"INDRAVELLI"	4,889	W. E. Craven April 16, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th January, 1903.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2,540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
ZAFIRO	2,540	R. Rodger	Manila Direct.	On 20th Feb., at Noon.
PERLA	1,980	J. McGinty		
DIAMANTE	1,980	A. H. Notley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th February, 1903.

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROHILA MARU	E. P. Bishop	3869	Saturday, 14th February, at Noon.
ROSETTA MARU	N. Tuto	3876	Thursday, 19th February, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Lee House Street.

Hongkong, 12th February, 1903.

K. NAKASHIMA, Manager.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIJI MARU"	SUNDAY, 15th February.
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 22nd February.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 18th February.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's Local Branch Office at No. 2, Des Vaux Road Central, Hongkong, 10th February, 1903.

T. ARIMA, Manager. 115

M.S. DOLLAR STEAMSHIP COMPANY.

FOR SAN FRANCISCO.

THE Company's Steamship

"ARAB."

Captain Gow, will be despatched as above on TUESDAY, the 17th inst., at Noon.

This Steamer has superior accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

ARNHOLD, KARBURG & CO., Agents.

Hongkong, 12th February, 1903. 1504

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR RIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA."

Captain Colledani, will be despatched as above on TUESDAY, the 17th February, P.M.

The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings, Hongkong, 5th February, 1903. 1221

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON."

Captain Klausberger, will leave for the above places on TUESDAY, the 17th inst., P.M.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings, Hongkong, 10th February, 1903. 13

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA GENOA.

THE Steamship

"GLENGYLE."

Captain T. Darke, R.N., will be despatched as above on WEDNESDAY, the 25th inst.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW.

Hongkong, 5th February, 1903. 1433

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"SHIMOSA" ... About 28th February.

"THORIS" ... 13th March.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 4th February, 1903. 13494

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.).

THE Steamship

"EMPIRE."

Captain McArthur, will be despatched as above on THURSDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, i.e., ice, throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passenger the Steamer of the Company have electric light fitted in staterooms.

For Freight or Passage, apply to

GUTHRIE, LIVINGSTON & CO., Agents.

Hongkong, 6th February, 1903. 1447

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 8th January, 1903. 1280

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GIBRALTAR."

Captain D. Morris, will be despatched for the above ports on TUESDAY, the 19th inst.

For Freight apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 9th February, 1903. 1479

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 23rd February, 1903, at 1 P.M., the Company's Steamship "OCEANIC," Captain Guignes, with Mails, Passengers, Spices and Cargo will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects with the S.S. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 7th M. inst., direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 22nd February. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Clients and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 11th February, 1903. 12

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Russian Steamer

"KOREA."

Captain Pernitz, will leave for the above ports on or about the 24th inst.

For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 7th February, 1903. 1456

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.E.

DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2.30 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steerage, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO. LD., 81, Queen Road Central.

Hongkong, 10th February, 1903. 1392

LIEBER'S STANDARD CODE.

ENGLISH EDITION. FRENCH EDITION. PRICE ... U.S. \$10.00.

SELECTED CODE WORDS.

THE Ciphers are selected from the "OFFICIAL VOCABULARY," care having been taken to omit such DANGEROUS CIPHERS as "Cheap," "Charge," "Collect," "Bimonthly," "Eleventh," "Eighteenth," "Cargo," &c., which are found in other Codes.

CONTENTS.

The Code contains 800 pages of 75,000 ciphers: 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

DIRECTORY OF USERS.

LIEBER'S MANUAL, published every three months, contains a revised list of those using the Code. NO OTHER CODE FURNISHES SUCH A LIST.

BEST EXTANT.

That LIEBER'S CODE is recognised as the best ever offered to the public is shown by the following houses, who have unqualifiedly endorsed it in preference to all others:—

HONGKONG AND SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

RUSSO-CHINESE BANK.

JARVIS, MARSH & CO.

ARNHOLD, KARBURG & CO.

CHINESE ENGINEERING CO.

"HONGKONG DAILY PRESS."

LIEBER CODE CO.

2 & 4, Stone Street, New York; 20, Bucklersbury, London, E.C.

Hongkong, 25th November, 1901. 1299

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the 1st JANUARY, 1903, the SUBSCRIPTION to the "HONGKONG DAILY PRESS" will be as follows:—

PER QUARTER ... \$9

PER MONTH ... \$3

ALFRED CUNNINGHAM, Manager.

Hongkong, 9th December, 1902. 13302

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFURRIT"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 16th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW.

Hongkong, 10th February, 1903. 1495

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

OF THE NORDDEUTSCHER LLOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, the 6th February.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 16th February, at 9.30 A.M.

All Claims must reach us before the 19th February, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 6th February, 1903. 15

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. "Siam," from Havre, ex s.s. "Caudan," and from Bordeaux, ex s.s. "Ville de Lorient," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M., To-day, 9th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 16th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th instant, or they will not be recognised.

All damaged packages will be examined on Monday, the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 9th February, 1903. 12

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"CHINGWO"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 11th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 17th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 17th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th February, 1903. 112

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant will be subject to rent.

CARLOWITZ & CO., Agents.

Hongkong, 9th February, 1903. 16

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY. ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.



This Beer is brewed of best Saager Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902. 1374

CARTRIDGES.

NOBEL'S SPOTTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BOR CARTRIDGES—Loaded with Wad Powder Powder only, and 1 oz. of Shot.

Primrose Cases ... \$6.25

Pearl Cases ... \$6.85

Explorer Cases ... \$7.50

Apply to—
WM. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 3rd July, 1902. 165

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER.

From Hongkong to Wuchowfu, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

A CURE FOR ASTHMA!!! GRIMAULT'S INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, Laryngitis, Colds, with Wheezing, Bronchitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

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MATICO INJECTION is used in recent AND

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SEIGEL'S SYRUP

"Two years ago I contracted indigestion and had it pretty badly," says Mr. Geo. Matthews, 93, Bourke St., Sydney, N.S.W. "I suffered from severe pains in the stomach, sleeplessness and vomiting. I lost flesh and strength rapidly and could not work nearly so well as previously. My wife induced me to try Mother Seigel's Curative Syrup. The first bottle relieved me wonderfully and before the second was emptied I was quite cured and as 'right as rain.' July 1st, 1902."

TONES THE STOMACH.

